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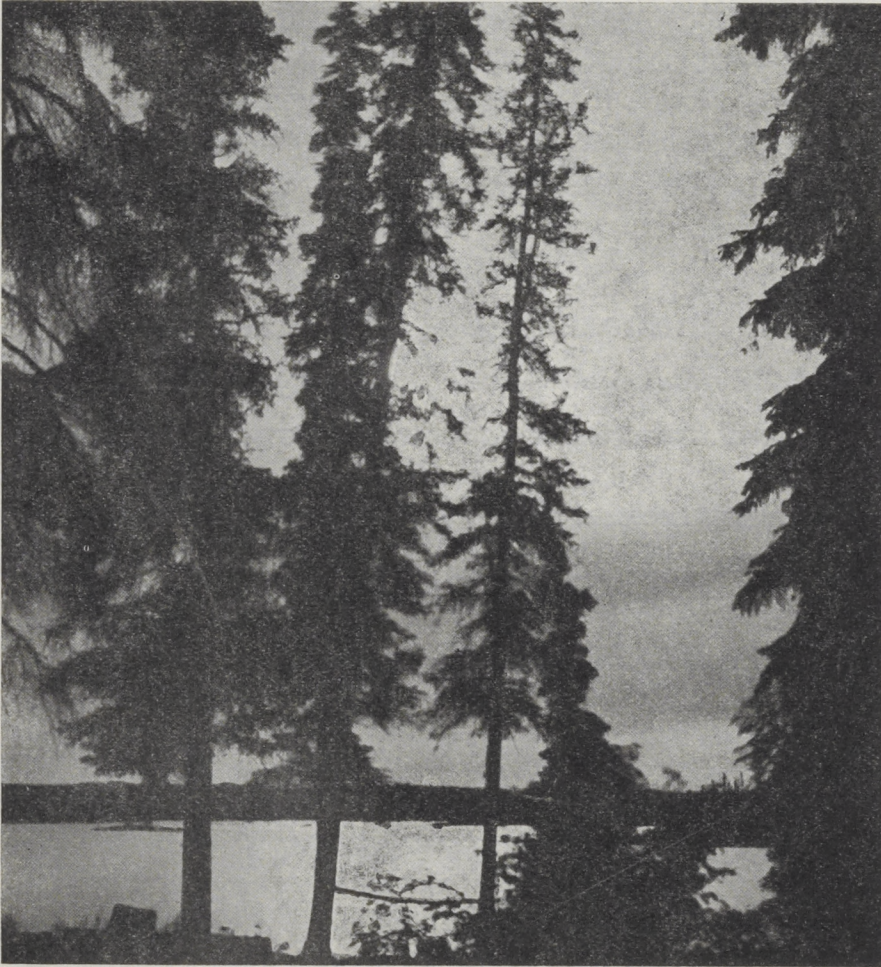
NOR' WEST MINER

A monthly Devoted to Northern Mining Development in the Yellowknife, Great Bear and Great Slave Lakes, Goldfields, Alberta and Northern B.C.

Vol. VI.
No. 1.

MARCH

EASTERN PROSPECTORS FLOCKING TO YELLOWKNIFE



Qyuata Lake, Yellowknife, where the latest gold strike has been made

1938

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IN
Northern Mining

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THE NOR' WEST MINER

The Nor' West Miner is a monthly publication designed to give first hand information regarding the northern mining fields of the Yellowknife, Goldfields, Great Slave Lake and Great Bear Lake, also progress being made in connection with oil development in Alberta and mining progress in Northern B.C. and the Peace River district.

Correspondence solicited from all interested. Subscription, \$1.50 a year, Post free. Advertising Rates on application. Office of Publication, 6 Richardson Block, Edmonton, Alberta, Phone 24523.

"SAY'S THE MINER"

As the new 1938 mining season opens up, we see a constantly growing throng of strong, healthy virile youngsters knocking at the doors of mining companies and others eager to go North and carve out a future for themselves.

* * *

They are willing, ambitious and ready, perhaps lacking in experience, but what of that, many an old timer can remember when he had to put his feet in a tub before he used an axe so that he should not swipe off his toenails or worse.

* * *

There is only one obstacle in their way—they have no money—nor has "dad" or any of the uncles and aunts—rich and poor relations—to start the kid along the road.

* * *

Governments spend oodles of money in endeavouring to prove that the way to get \$25 a month or other lines of prosperity is to pay out relief—which means just a little less than "eats" and maybe a rag or two to go on the back.

* * *

This is a repeat idea—That is—once you start paying relief, relief has to continue, untill a bright youngster, eager and willing to take a fall out of life—comes to the conclusion that "running to Dad" (Relief) is the way out. And so kids fall by the wayside.

* * *

What can be done about it? Plenty—if Governments and others will take the "Bull by the horns".

* * *

Why not a public fund—a private fund, if the other is not available, to grubstake the kids and give 'em a show?

* * *

Cost money? Sure—but which is best, spend millions of repeat dollars on relief or give the kid a stake so that he can travel, north—work north and win.

* * *

You know of some worthy kid, why not stake him if you can afford it?

—The Editor.

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THE GOLD HE DID NOT FIND

Describing "How He Missed It"

Jack Hughes, of Edmonton, one of the first gold prospectors to go into the Slave Lake in 1919, camped on three different occasions within a stones throw of the famous Ryan claim that sold for half a million dollars last fall. Hughes relates the story as follows:

I put in about 8 years all told around Slave Lake and found the odd small quartz vein carrying still smaller gold but not until 1931 did I ever get anything worth while to keep going. I was prospecting the east arm that year and just beyond the Gros Cap I picked up a piece of float quartz that was just simply "lousey" with free gold, in all I found about 50 lbs. of this rock. It had not travelled very far. I went back in 1932 but without any success.

In 1933 I left Edmonton with Albert Giese. On the trip down to Resolution we fell in with two lads who were out for a holiday-prospecting trip. One was Bill Weeks, who died last fall in Fort Smith, and Art Walden, a singing cowboy from Saskatchewan. We threw in together and hit out for the Yellowknife. These kids were tough, you couldn't stop them at anything. Young Geise horrified the natives at Resolution by stripping off his clothes and jumping into 15 feet of icy water to bring up a tool chest that accidentally fell over board from a barge. The singing cowboy had a banjo and our camp was the centre of attraction. These kids were bears for work. The Gov't was building a new Post Office at Resolution and couldn't get anyone to excavate a basement so the boys took the contract and laying some dynamite over the proposed site, had the job completed in a few days. Crossing the lake was just a regatta to them. From island to island it was one grand race and at night the yodling of that cowboy and the twang of the banjo must have scared all the game back to the barrens and certainly puzzled the Indians. They wore swimming trunks day and night. To go ashore meant mosquitoes so you

can figure how much prospecting was done. At last we landed at the mouth of the Yellowknife making a cache at the Indian village. The water was still cold, some ice still in the bay, but they learned from some Indian kid that the small lakes in the interior would be warmer. By this time the trio were tanned to a black finish and as tough as sole leather and never seemed to tire, so again we took up the race to Prosperous lake and warmer swimming. With paddles flushing and the hills echoing with the yodeling of the cowboy, we tore up the river as though the "wetigo" was after us. I managed to get them stopped on the right bank about 5 miles up, to make tea. I scrambled up in the rocks and found a few stringers which I now learn is the Burwash property. But in the interval since leaving the Indian village we had passed all the richest deposits such as the Ryan and Consolidated claims which are on the left bank, by a paddles' length. We commenced to do a little prospecting beyond Prosperous lake and here and there found mineral but nothing to get excited over. It was 31 days when we returned to the Indian village and with those racehorse canoe men we had travelled plenty up the Yellowknife.

Coming back we hurried again past the rich volcanic rocks on the right hand side of the river as the boys were yearning for the big lake. Don't misunderstand me now about these lads. They had the stuff that makes prospectors, only they just didn't want gold as much as they wanted new scenery and they didn't know much about rocks.

Finding a deposit of rich ore at the mouth of the Yellowknife is just the beginning of mining on Slave Lake. There is a richer deposit yet in a different formation just waiting for someone to stumble over it.

Asked if he would return again this year, Hughes replied laconically that he would, providing the wild geese went north this spring.

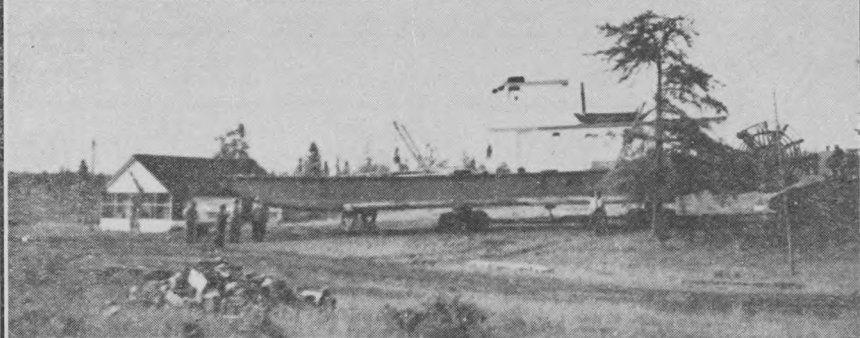
LIFTING THEM OVER THE SMITH PORTAGE

Scenes showing how heavy
boats are handled across the
Smith portage by Ryan
Bros. . . .

The start of the journey
from water to water.

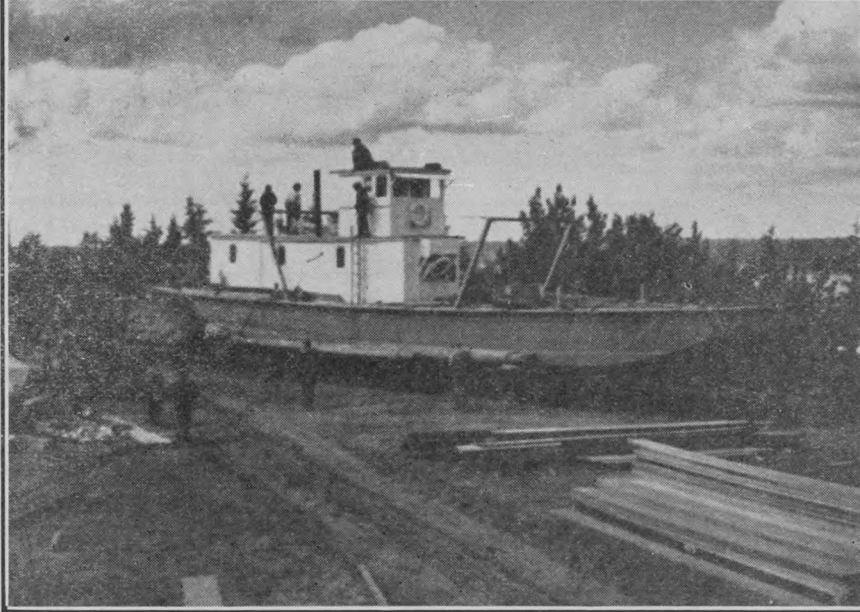


Half way over the portage.



Going down the last incline
to the waters of the Lower
Mackenzie.

(This boat was built in Ed-
monton by The Northern
Boat Building Co., Ltd. Shipped
by rail to Waterways,
300 miles North of Edmon-
ton and floated down 600
miles to Fort Fitzgerald, then
taken across the 16 mile
portage at Smith and launch-
ed on the Lower Mackenzie).



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ASSISTANCE FOR MINE TRANSPORTATION

Amounts totalling \$2,195,000 for assistance to mine transportation were voted by Parliament and by the provinces concerned in the fiscal year ended March 31, 1937, according to the Report of the Department of Mines and Resources for that year, which has been tabled in the House of Commons. Actual expenditures, however, amounted to \$1,882,900 as unavoidable delays in organization prevented the completion of several of the projects by the close of the fiscal year. Expenditures in Quebec totalled \$525,000, in Nova Scotia, \$37,000, in Ontario \$490,600, in British Columbia, \$375,000, in Manitoba \$322,000, in Saskatchewan \$80,300, in the Northwest Territories, \$33,000, and in Yukon \$20,000. A total of twelve projects were undertaken in Nova Scotia, six in Quebec, twenty-eight in Ontario, eighteen in Manitoba, five in Saskatchewan, forty-six in British Columbia, six in the Northwest Territories, and three in Yukon.

With the exception of projects in Yukon and the Northwest Territories, which were financed and carried out entirely by the Government at Ottawa, two-thirds of the total expenditures in each case were contributed by the Dominion Government, and one-third by the respective provinces.

Work on the projects extended from July, 1936, to March, 1937, and in October a peak of 5,000 persons were employed. By the end of the fiscal year, approximately 355,000 man-days of work had been provided, which is exclusive of the employment given in the supply of construction and other materials, and in the equipping and provisioning of camps.

WINTER ROAD WILL BE BUILT

Definite assurance that the Grimshaw-Great Slave Lake winter road will be built as early as possible has been received and full particulars as to how will appear in the April issue.

Edmonton and the people of Peace River in particular will no doubt appreciate the efforts of Mr. Fredericks, Editor of the Peace River Record and those of the Nor' West Miner in connection with the publicity and other negotiations leading up to the success of those sponsoring this project.

The vital need of this road is recognized by all mining men, if only from the point of view as added relief to an overburdened water traffic system, and a means of winter communication between Edmonton and the mining areas.

PEACE RIVER GETS BUSY

Peace River town, always in the forefront when matters of interest to its district crops up, have appointed a committee to press for the development of the Grimshaw Great Slave Highway. Mining men, it is stated, who recently visited Peace River, were much impressed with the fact that the route from Yellowknife to railhead at Grimshaw is shorter than the present route from Waterways to that point. It was also pointed out that meat and farm shipments are already being made to the new camp by air from Vermilion just north of Peace River.

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EDMONTON, ALBERTA

THE ALASKA HIGHWAY

VIA EDMONTON IS MOST
NATURAL ROUTE

British Columbia is getting busy in its effort to have this highway, which, according to advices, is being seriously considered by both the Ottawa and U.S. Governments, routed through B. C. via Hazelton to Telegraph Creek and Dawson City. There is, however, an alternate route suggested, which it is also stated, is receiving consideration, namely via Prince George, Summit River, Parsnip River, Findlay River, over the Kachika Pass to the Laird River thence north to the Pelly and on to Dawson. In this respect it should be pointed out that the most direct route from the middle states is through Edmonton, via the Peace River Highway to Notequin, thence to Slave Lake and down the Mackenzie to the Liard and up the Liard. . . . Edmonton should get acquainted with the idea that the real logical route for this highway is through Edmonton and Alberta and press for its consideration.

NOR' WEST MINERALS

In the absence of official information, shareholders, of whom there are many in Edmonton and Alberta, will be pleased to note, according to the Northern Miner, that the company has some \$16,000 available for prospecting this year, have well located holdings in the Yellowknife (Gordon Lake) district and has supplies and equipment in the Goldfields area where work done on properties revealed rather encouraging, if some

what low results. This is one company in which many Albertans are interested and perhaps a statement by officials as to future plans would be welcomed.

NEW 1938 MINES HANDBOOK

The new issue of the Northern Miner's 1938 Mines Handbook is now out. It contains some 400 pages and lists 5,319 mining companies, reviewing the active ones in considerable detail, and also gives information concerning those companies who are either stagnant or deceased. Copies can be obtained from Northern Miner Toronto, Ont.

ELDORADO HAS HIGH PRODUCTION

Gross value of production for December was \$225,000. Several additions are to be made to the 75 ton mill value around \$8,000 and financial capital requirements for a period of years have now been taken care of.

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Johnny Berenes, veteran HBC river pilot, at the wheel of H.B.s.s. Mackenzie River.



Flag of the North

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GOLDFIELDS HYDRO PROGRESSES

Advices from Goldfields state that the hydro plant being built by Consolidated Mining and Smelting Co., Ltd., at Wellington Lake, 25 miles from Goldfields, which is to supply power to the Goldfield mines is progressing favorably—Fifty men are employed, with provision made for another 100 men to come. The camp has three bunkhouses, cook house, office and other buildings besides a temporary power house for light and compressors.

The water power tunnel is now 1600 feet long and nearly through. This tunnel is of large dimension sufficient to carry proper water heads.

The transmission line, 23 miles long, will consist of steel towers on concrete footings with 1100 to 2600 feet between towers, and is designed to carry 66,000 volts.

GOLDFIELDS TO HAVE REPRESENTATION

It is stated that the Saskatchewan Government has decided to establish two new seats in the Saskatchewan Legislative Assembly for Northern Saskatchewan which includes Goldfields. This means that the mining areas of Northern Saskatchewan will have direct representation in the Assembly. It is expected that Ottawa will follow suit by establishing new seats for the North West Territories—No

doubt exists in the minds of many mining men, that the time when the North West Territories Council, composed mainly of civil service officials, should govern a territory, almost as great as the known parts of Canada is past and that the only way for the great North to have a voice in national affairs is by direct representation at Ottawa.

The futility of long range government has been perfectly apparent in the past when the Dominion Public Works Department presumes to direct improvements for the North West Territories from Winnipeg. Perhaps you do not know the result, but ask those who have to use the "facilities". They know plenty . . . The North must have direct representation, also men in charge of public works, resident in the Territories, the year round, not, as in the past, going south "When the geese go" and returning when the "Geese come"

FIRST WINTER FREIGHT ARRIVES

First winter freight arrived at Goldfields on 26th February and it is now expected that regular fortnightly trips will be made between Waterways and Goldfields. J. J. Doyle has contract for haulage and is using tractor train on Athabasca River. It is stated that most of the freight consists of machinery, wire, etc., for power development.



EATON'S in Edmonton has anticipated the Needs of the Pioneers in the North

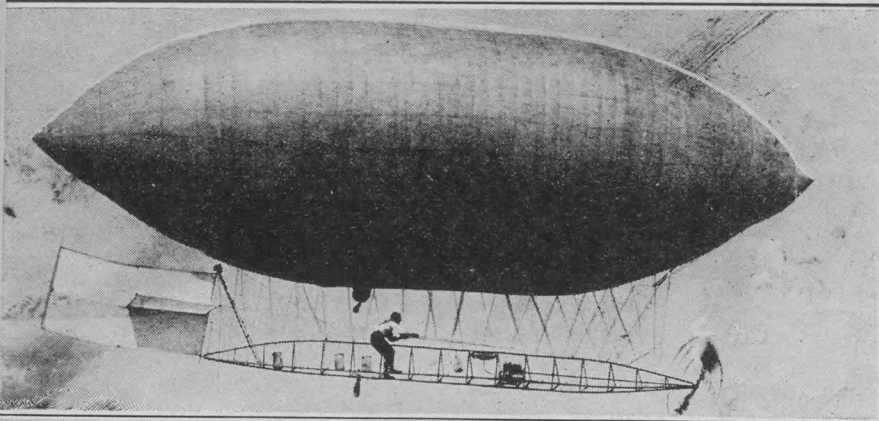
In consequence we can give you A1 service in regard to despatch and the quality of goods, as always, EATON.

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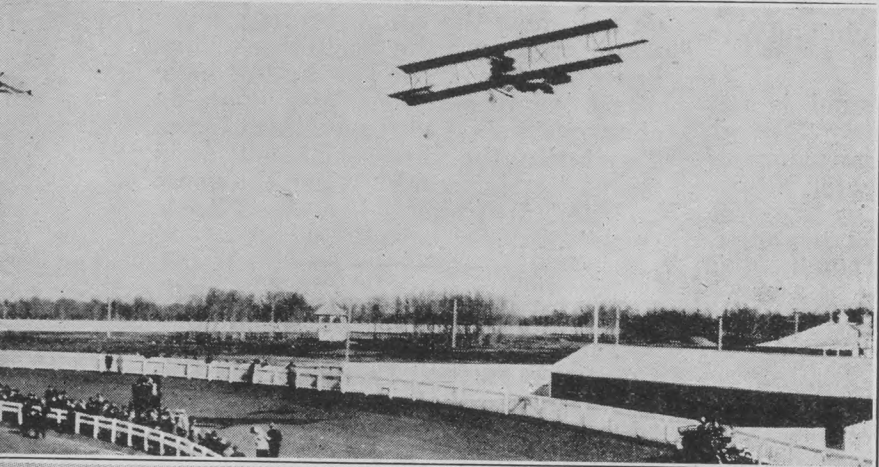
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HAZARDS OF YESTERDAY— MODERN FLIGHT TODAY

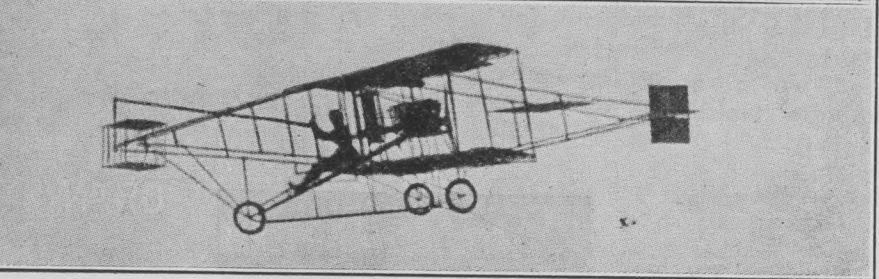
First Plane ever flown in West. Piloted by Roy Kinobinsau, it flew at Calgary in 1908.



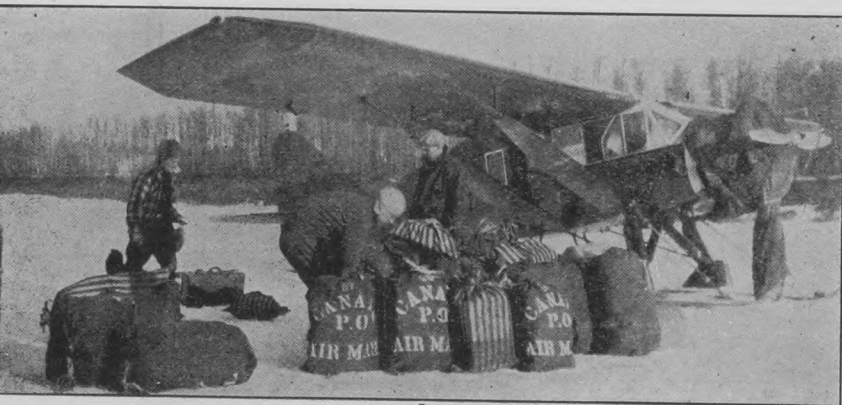
Robinson, piloting first ship ever flown at Edmonton in 1911. Made flight from South to North side of Saskatchewan River.



Jimmie Ward flying at Winnipeg Exhibition in August 1912.



Loading air mail plane for air mail flight North. Commercial Airways (now Canada Airways Ltd.) operated first air mail planes to Ak-
lavik and the Arctic.



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Note: Gas coming from well, right hand picture, almost excludes the whole picture.

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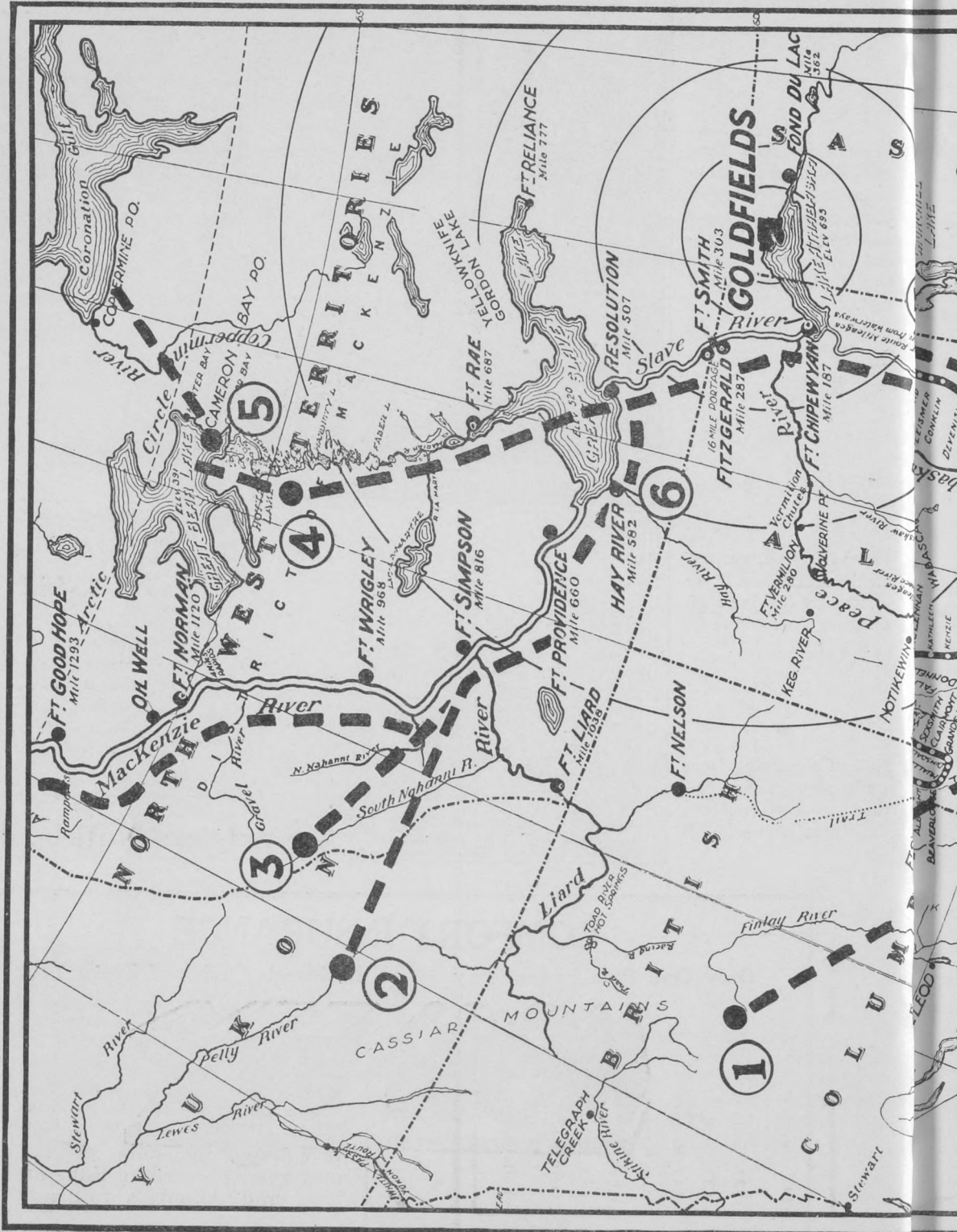
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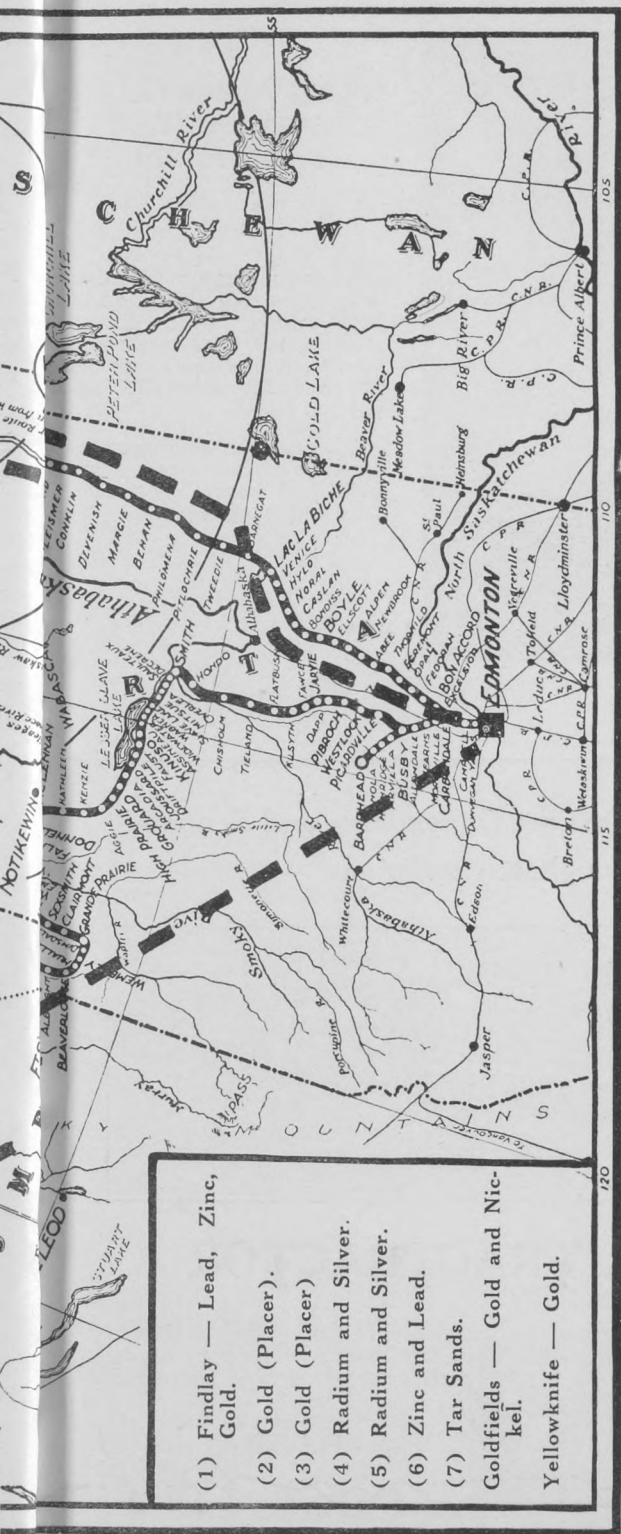
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THE "NEW CANADA" MINING FIELD





(Courtesy Edmonton Athabasca Gold Mines Ltd.)

MAP OF NORTH

An excellent map of the mining areas of the North has been prepared by R. H. Douglas and O. Inkster C.E. of Edmonton—It shows all mining locations, air and water routes. Copies can be obtained by writing R. H. Douglas, 10237 122nd St., Edmonton.

B.E.A.R. INTERESTED IN YELLOWKNIFE

Interested in the Yellowknife district, B.E.A.R. owns P.R.W. Group of claims concerning which it is stated it has received several offers from people desiring to acquire this group. These offers up to the present have not been satisfactory to the Company. Considerable work has been done on the property states the Northern Miner, and with exception of survey most of the ground is ready for patent. It is also stated that the company is resuming mining operations at Great Bear Lake.

MINING MAPS OF CANADA

Norman A. Nunn, Mining Map Specialist of Canada announces publication of new maps of the Yellowknife and Gordon Lake Mining Areas. Copies received show much attention to detail and should prove of value to prospectors and others. His address is 33 Adelaide Street, West, Toronto., Ont.

Advertisers Note . . .

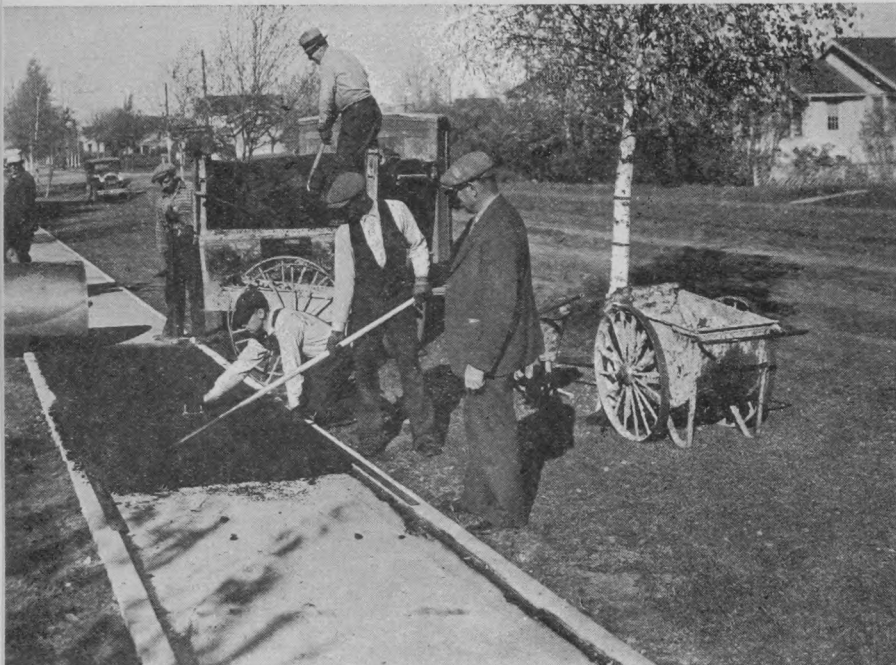
The April Issue of the Nor' West Miner will be enlarged to 2500 copies, over and above its usual circulation to subscribers.

These copies will be distributed at the Canadian Mining Exposition in New York to be held April 25th to 30th.

If you are interested in mining, if you are interested in Edmonton as its business centre, you should be interested in this issue.

It will be a complete story of Edmonton and its relation to the Northern Mining Fields. Of Alberta, its parks, its tourist attractions and its oil industry.

It will tell the story so that all may read concerning Edmonton's and Alberta's future

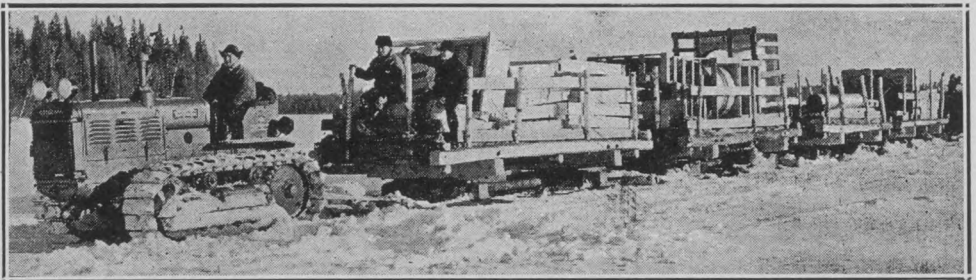


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COMPLETE INFORMATION FURNISHED UPON REQUEST

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EDMONTON

ROUND THE WORLD FLIGHT

The Winnie Mae, piloted by the late Wiley Post at Edmonton, on round the World flight.

Wiley Post later lost his life together with Will Rogers, the great movie star, at Point Barrow, Alaska, on a second round world flight.



As the Northern winged messengers soar over the vast reaches of the Mackenzie River in the eternal daylight of the Northern nights.



THE MODERN PLANE OF TODAY

Dr. C. E. Camsell, Deputy Minister of Mines and party at Aklavik, on a recent northern tour of inspection.

Fifteen years ago such a trip was an impossibility excepting only by taking months to make it. Today it can be made in less than two weeks.



The Yellowknife, Great Slave Lake and the Lower Mackenzie River

Shipping Freight into the North is the Business of

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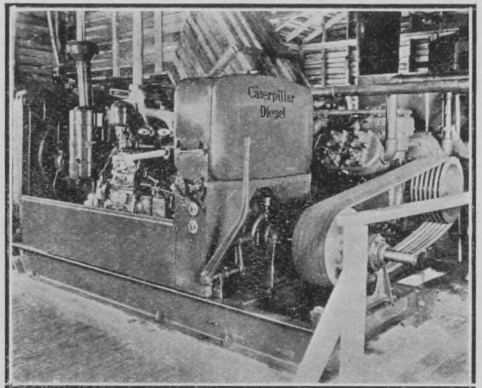
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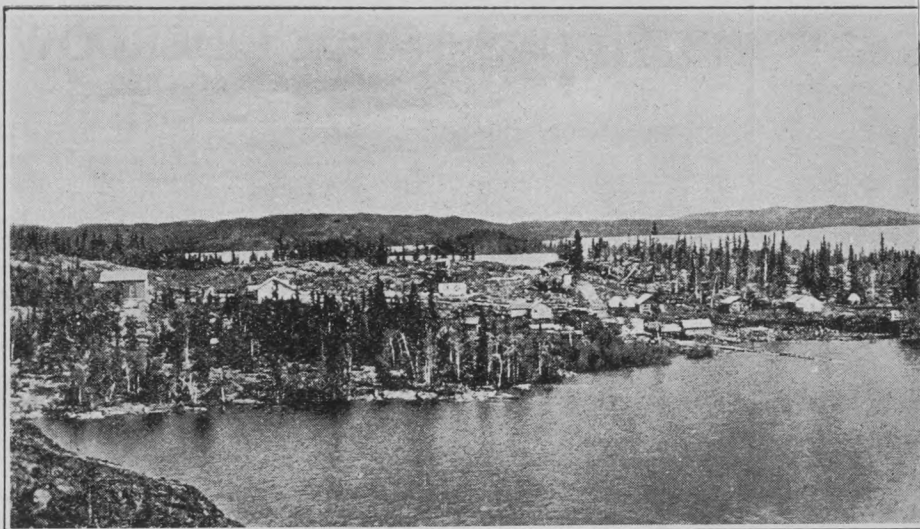
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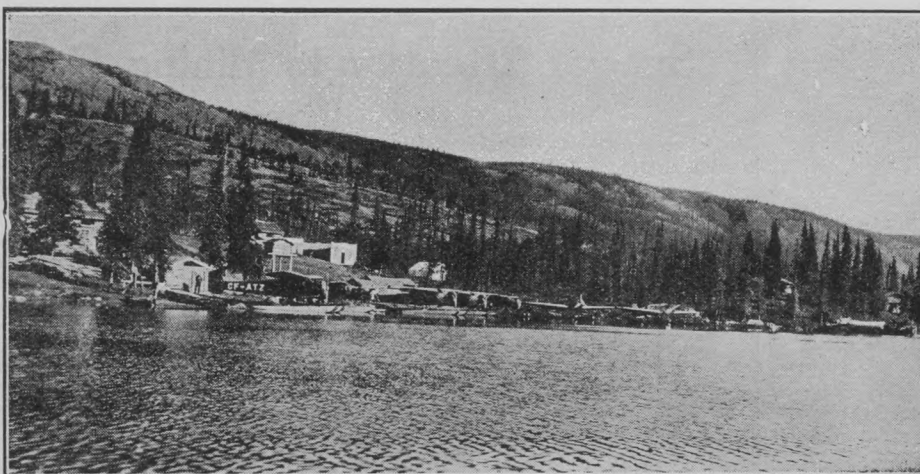
Gold fields, Saskatchewan, where 1000 ton mill and \$2,000,000 Hydro Plant is being erected.



The Yellowknife Gold Camp, where one property, Ryan Gold, changed hands for half a million dollars. Picture shows 100 ton mill and present development.



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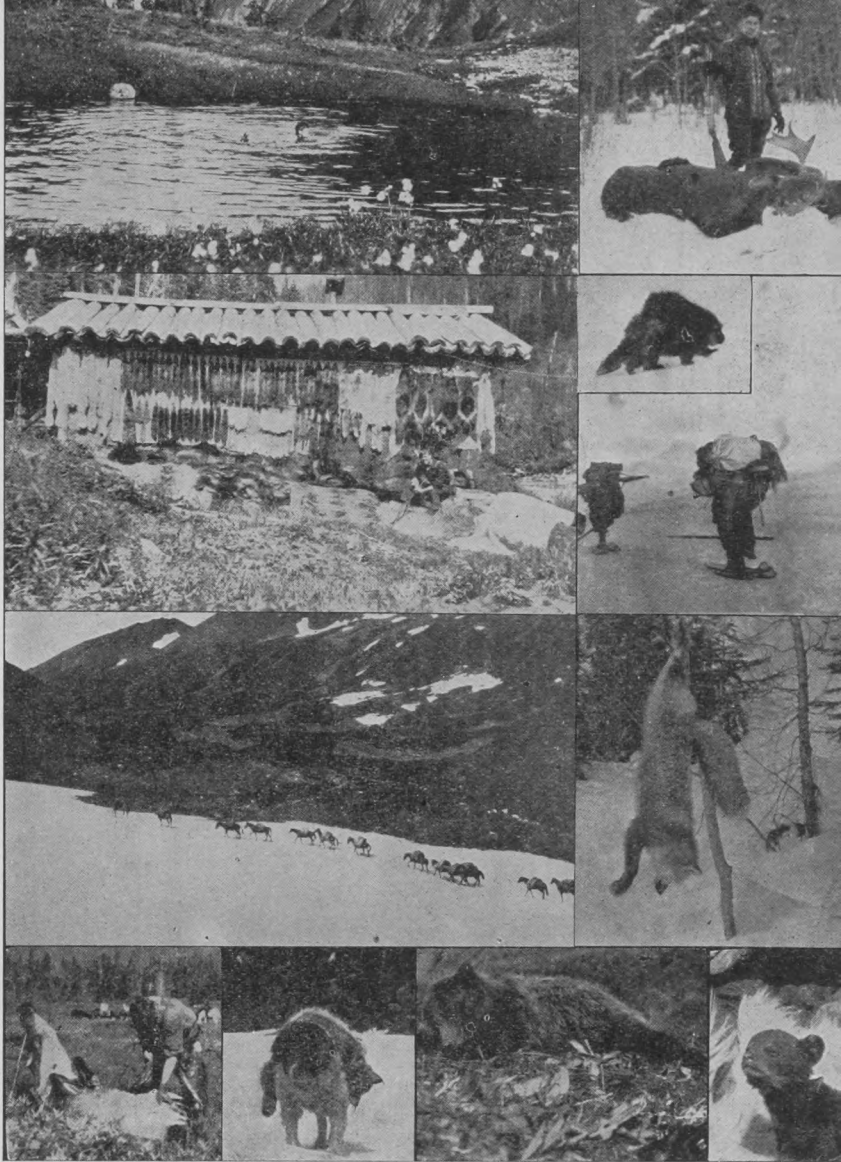
"Porky" the poor man's grubstake.

Over the hills and far away.

Hung till needed.

She paid the price.

Even the dogs are willing.



CANADA'S WILD ANIMAL PARKS

Over 13,000 animals, including such typically Canadian big game species as the buffalo, elk, moose, mule deer, Rocky Mountain goat, big-horn sheep, and antelope, are in fenced enclosures in the National Parks according to the annual report of Hon. T. A. Crerar, Minister of Mines and Resources, which was recently tabled in the House of Commons. Over half of the animals reported in enclosures are buffalo. In Buffalo National Park, the largest fenced wild animal park on the continent, there were 4,476 buffalo at the end of 1936-37, and in Elk Island Park there was an additional 2,039. Other buffalo herds in the National Parks

include 65 in Riding Mountain Park; 31 in Banff Park and 5 in Prince Albert Park. Elk make up the next largest group of big game animals, totalling 3,618 animals. Elk Island Park has a herd of 1,997; Buffalo Park, 1,541, and the remainder are in Riding Mountain Parks.

Of course these herds do not represent the total animal populations of the great scenic and recreational parks of Western Canada. In these areas, which in the aggregate cover nearly 12,000 square miles, herds of elk, moose, deer, mountain goat, big-horn sheep and other big game animals roam unmolested, increasing under the protection afforded by the parks and forming one of the major attractions of these areas.

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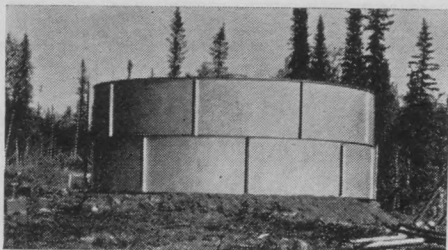
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EDMONTON, ALBERTA

CANADIAN MINING INSTITUTE CONVENTION

The Nor' West Miner acknowledges receipt of the program for the 39th Annual Meeting of the Canadian Institute of Mining and Metallurgy which is to be held at the York Hotel, Toronto, March 14th to March 16th. A splendid program has been laid out including addresses on many subjects of interest to mining men in Canada. This institute, which is of course composed as to membership of the mining engineering fraternity in the main do good work from a scientific mining point of view. It is observed that Alberta is represented on the Board of Directors by J. A. Brusset, C. M. Dingman, F. J. Mitchell, E. F. Pullen and J. G. Spratt. It is suggested that Edmonton should have direct representation on the Board through the Alberta and North West Chamber of Mines, whose Secretary is a qualified mining engineer. It is also noted that C.I.M.M. Divisions and Branches have Northern Alberta Branch J. B. Starky and M. J. Hilton Rocky Mountain Branch Wm. Steveson, B. L. Thorne and J. R. Smith. How about the North West Territories branch, namely Goldfields, Great Slave and Great Bear Lakes?

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NEW OIL PROSPECTING

According to advices attention amongst oil men has now been directed to the Fallentimber area lying 70 miles north east of Calgary.

The district is stated by the Department of Mines, Ottawa, to contain a number of promising anticlinal structure, but deep drilling will be required to reach the Palaeozoic limestone, the oil source rock.

Test wells on some of these structures were drilled in 1914 and 1915 and again in 1932, but did not go far enough to reach the limestone. A well on Silver Creek is now at 2350 feet.

Maps have been prepared of the district by the Bureau of Geology, Ottawa (No. 404a) shows the 108 square mile area of this district.

TURNER VALLEY REPORT

A report of immense interest to oilmen in Alberta is that of G. S. Hume, Bureau of Geology and Topography, Ottawa just published. It contains much authentic information concerning Turner Valley oil and marketing development. Copies can be obtained

by addressing Bureau of Geology and Topography, Dept. of Mines, Ottawa, Ont.

MINING TIMBERS

A real opportunity exists in the North in connection with the provision of long mining timbers for shaft work. Mining companies when sinking shafts prefer straight long timbers to short ones—Such enable a shaft to be kept plumb—There are many stands of timber on Slave River near Great Slave Lake which could be tapped, both for Yellowknife and Goldfields.

LUMBER COSTS AT GORDON LAKE

Lumber is an all important feature of mining operation and it is stated that the cost of lumber delivered on the property of the Cam Laren Mines Ltd. at Gordon Lake is \$64.96 per thousand feet, or slightly more than the Edmonton price of \$62.00 a thousand delivered. The lumber referred to above was cut on the ground with a portable sawmill. Contractors delivered 4,645 logs at the mill at a cost of 70c per log.

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187	Fort Chipewyan	.75	.75
287	Fort Fitzgerald	1.00	1.00
303	Fort Smith	1.50	2.00
507	Fort Resolution	2.75	3.50
582	Hay River	3.25	4.00
660	Fort Providence	3.75	4.75
816	Fort Simpson	4.00	5.50
968	Fort Wrigled	4.50	6.00
1120	Fort Norman	5.00	6.50
1293	Fort Good Hope	5.50	7.50
1507	Arctic Red River	5.75	7.00
1561	Fort McPherson	6.00	6.50
1661	Aklavik	6.00	6.00
287	Goldfields	.75	1.00
362	Fond du Lac	1.75	2.00
412	Stoney Rapids	2.25	2.50
557	Outpost Island	2.75	3.50
607	Yellowknife Bay	3.25	4.00
687	Fort Rae	3.75	4.00
1016	Fort Liard	9.00	9.00
1216	Fort Nelson	10.50	10.50
1420	Port Radium	8.50	8.50

**CANADIAN MINING EXHIBITION NEW
YORK**

The Canadian Mining Exposition to be held in Grand Central Palace, New York City has taken the dates of April 25 to 30 inclusive as a result of requests made for a change in dates by a number of definite and prospective exhibitors.

It was explained that a larger number of Americans will attend in the Spring, who will all be potential

investors in Canada and whose minds will be aroused to take a vacation in Canada and visit some of the mines. There is a vast amount of idle American capital for Canadians to contact.

A NEW TRACTOR FOR MINING USE

Bringing Diesel economy in a practical size to thousands of new tractor users, Caterpillar Tractor Co. has announced the Diesel D2, smallest of the current "Caterpillar" Diesel Tractor line.

Ideal for the hauling of supplies, as well as working the smaller rotary scrapers, or maintaining and building mine roads, the new tractor works, when conditions are average, on only 1 1/4 gallons of low cost fuel. This compared with two gallons of gasoline or distillate, which the most efficient spark-ignition machine of similar size will burn.

The new tractor has a four cylinder, four stroke cycle engine, which develops 25.5 horsepower at the drawbar, and 31.5 horsepower at the belt. There are only three engine operating adjustments to be made—the water pump, the valve clearance and the fan belt.

A unique feature of the Diesel D2 engine is the twin radiator, which was developed by "Caterpillar" engineers. One is for cooling the water, and the other, for cooling the lubricating oil, thus insuring longer life for the engine bearings.

Fuel savings of from 60 to 80 percent are expected with this new tractor, as has been the case where larger Diesel tractors have replaced similar size spark-ignition machines.

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